





City of Loma Linda Official Report

Floyd Petersen, Mayor
Stan Brauer, Mayor pro tempore
Robert Christman, Councilmember
Robert Ziprick, Councilmember
Charles Umeda, Councilmember

COUNCIL AGENDA: January 24, 2006

TO: City Council

VIA: Dennis R. Hallaway, City Manager 

FROM: T. Jarb Thaipejr, Public Works Director/City Engineer 

SUBJECT: Authorization to Proceed with Establishment of Railroad Crossing Quite Zones.

RECOMMENDATION

It is recommended that the City Council direct staff to proceed with the establishment of railroad crossing quite zones at the Beaumont Avenue and Whittier Avenue crossings.

BACKGROUND

On September 13, 2005 the City Council awarded a contract to Hanson Wilson Inc. to conduct a feasibility study for a railroad crossing quite zone. Their report was presented at the January 10, 2006 City Council meeting. Issues of cost, design and liability were discussed.

ANALYSIS

The City will incur a cost of \$300,000 to \$500,000 per crossing along with the liability for any train-vehicle or train-pedestrian collision. Several designs were presented with the varying costs and risk factors involved.



QUIET ZONE ACTION PLAN

PREPARED FOR
CITY OF LOMA LINDA, CALIFORNIA

WILSON & COMPANY, INCORPORATED, ENGINEERS & ARCHITECTS

JANUARY 19, 2006

Background

This Action Plan is provided to the City of Loma Linda as a planning document to implement a quiet zone at two grade crossings located in the eastern portion of Loma Linda, CA. The crossings are Whittier Avenue and Beaumont Avenue. This Action Plan was requested by the City to plan and budget future phases of this quiet zone project.

On January 10, 2006, Wilson & Company made a presentation to the City of Loma Linda City Council to provide general information on quiet zones and present Wilson & Company's recommendations as stated in the Quiet Zone Feasibility Study dated January 4, 2006. The Feasibility Study recommended installation of four-quadrant gates at the two crossings. The cost of each installation is estimated at \$500,000 to \$600,000 per crossing. This Action Plan describes each phase of the project and assigns a total project cost.

Cost and Schedule Summary

The overall project cost is estimated as follows

UPRR Construction Costs	\$1,200,000
Roadway improvements	250,000
Engineering – UPRR	\$20,000
Engineering -- Wilson & Company	\$80,000
Total Estimated Cost	\$1,550,000

The project duration is estimated at 18 months.

Project Phases

Provided below is a Work Breakdown Structure (WBS) project phases. A WBS work plan breaks the project into the smallest components or tasks. Each task is given a numeric identifier known as its WBS code. The text below provides a narrative description of the work activities of each WBS task as well as involvement of each stakeholder. This WBS code is used on the schedule as well as on the cost estimate, which are attached to this document.

1.0 Engineering Support by Wilson & Company

Wilson & Company will serve the City in the role of railroad coordinator and prepare the required applications to the California Public Utilities Commission. This initial phase of the project aims to provide the framework by which all stakeholders in the project come to an agreement on the requirements for the project in order to move forward into the next stage, the construction phase.

- 1.1 FRA Filings: there are 4 documents that need to be filed with the Federal Railway Administration (FRA) as part of the process to establish a Quiet Zone: 1) Notice of Intent; 2) Quiet Zone Application; 3) FRA Inventory Update; and 4) Notice of Exemption.
- 1.2 CPUC Permit: Modifications to the grade crossings will require filing of an application by the City to the California Public Utilities Commission. Wilson & Company will draft the application and its exhibits and distribute it on behalf of the City.
- 1.3 Railroad Coordination: throughout the process, Wilson & Company will coordinate the project with the Union Pacific Railroad. This coordination will keep the project moving ahead. Wilson & Company will also assist the City in negotiations for the Construction and Maintenance Agreement. Specialty subcontractor Roy Ketrang will take a lead role in the crafting and negotiating of the agreement.
- 1.4 Street Plans: This task would provide bid documents for the City's construction items, including proposed raised medians, sidewalk improvements and roadway widening.
- 1.5 Construction Support: Wilson & Company will remain involved through completion of construction. This task provides for Wilson & Company's input with regard to Requests for Information.

2.0 CPUC Tasks

The California Public Utilities Commission (CPUC) has a central role in this Quiet Zone project. The CPUC governs safety at public roadway/railroad crossings. The proposed improvements will require that the City file an application to the CPUC. The CPUC will conduct an onsite diagnostic meeting with all stakeholders.

3.0 FRA Tasks

The Federal Railroad Administration (FRA) is the agency that has final authority over Quiet Zones. The FRA will become involved in all onsite diagnostic meetings. A series of filings will be made from the City, including the Notice of Intent, Quiet Zone Application and Notice of Exemption, which implements the Quiet Zone. An important part of FRA's involvement is

4.0 Railroad Tasks

The Union Pacific Railroad will design all the signal circuitry and install all of the required upgrades to provide four-quadrant gates.

A construction and maintenance agreement must be negotiated and executed before the railroad. This C&M Agreement is subject to the following provisions:

- The City is required to pay for design procurement and installation of the four-quadrant gates.
- The City is also required to pre-pay for the material at the time of signing and it responsible for all future maintenance of the exit gates.

5.0 City Tasks

The City will be responsible for roadway improvements that result from negotiations with the other stakeholders. If one or both roadways are widened, a set of bid documents must be prepared and advertised. Construction items will include paving, sidewalks, curbs, signing and striping.

The City will be required to sign a credit letter to authorize UPRR a budget of \$10,000 per crossing for engineering tasks.

The Construction and Maintenance Agreement is the City's commitment to the railroad in terms of funding for construction of the four-quadrant gates. The City is responsible for the full cost of the design as well as all future maintenance of the exit gates.